

SAILING DIRECTIONS CORRECTIONS

PUB 180 **3 Ed 2002** **LAST NM 19/04**
Page 67—Line 16/L to Page 68—Line 11/L; read:

Ship Reporting Systems

Two mandatory ship reporting systems have been established for the safety of shipping in Greenland waters and to assist in the coordination of search and rescue efforts, as follows:

1. **GREENPOS**—All vessels on a voyage to or from Greenland ports and places of call. The reporting area is the area covered by the Exclusive Economic Zone of Greenland (200 miles).

2. **COASTAL CONTROL (KYSTKONTROL)**—All vessels of 20 grt and over, as well as all fishing vessels, on a coastal voyage between Greenland ports and places of call.

Other vessels are invited to participate in the system. Ships on Atlantic voyages can remain in the GREENPOS system when on passage between ports in Greenland by agreement with the Island Commander Greenland.

The Island Commander Greenland/MRCC Gronnedal is the responsible authority for the radio reporting systems and for initiating and carrying out maritime search and rescue operations in Greenland waters outside local areas, with the police being the responsible authority in local areas, as follows:

1. **GREENPOS**—If a report from a participating vessel is not received and it is not possible to establish communications with the vessel, or an emergency is reported, MRCC Gronnedal is responsible for initiating search and rescue action, including the involvement of other participating vessels known to be in that particular area.

2. **COASTAL CONTROL (KYSTKONTROL)**—If a report from a participating vessel is not received and it is not possible for the coast radio station to establish communications with the vessel, or an emergency is reported, the police of the port of destination shall be informed. Local police are responsible for initiating search and rescue action, including the involvement of other participating vessels known to be in that particular area.

Ship Reporting System—GREENPOS

There are four types of GREENPOS reports:

1. **Sailing Plan (SP)**.—The SP contains the basic information needed to enter the vessel into GREENPOS. The report should be made when the vessel enters the GREENPOS area from sea, upon final departure from a port in Greenland, or when a ship not subject to compulsory reporting wishes to participate in the system.

2. **Position Report (PR)**.—The PR should be sent four times daily, as follows:

- a. 0000-0030 UTC.
- b. 0600-0630 UTC.
- c. 1200-1230 UTC.
- d. 1800-1830 UTC.

3. **Deviation Report (DR)**.—The DR should be sent when the vessel's position differs significantly from the position which would have been predicted from previous reports.

4. **Final Report (FR)**.—The FR should be sent upon leaving the reporting area, on arrival at its destination in Greenland, or when a ship not subject to compulsory reporting wishes to leave the system.

GREENPOS messages should be addressed to Island Commander Greenland (GLK) via Gronnedal Naval Radio-station (OVC), which can be contacted through telefax, e-mail, and INMARSAT-C. Island Commander Greenland (GLK) is responsible for monitoring the voyage from the time of receiving the first SP until the time of receiving the FR.

The first line of a GREENPOS message is one of the following:

Type of Report	Format
SP	GREENPOS/SP//
PR	GREENPOS/PR//
DR	GREENPOS/DR//
FR	GREENPOS/FR//

Telegrams prefixed as above are sent free of charge and as carrying the priority URGENT.

See the Appendix for more information on the format of GREENPOS messages.

Ship Reporting System—COASTAL CONTROL (KYSTKONTROL)

There are four types of COASTAL CONTROL reports:

1. **Sailing Plan (SP)**.—The SP is sent as a first report upon departure.

2. **Position Report (PR)**.—If the voyage will be over 24 hours in duration, and the vessel is equipped with a radio, a PR will be sent at least once every 24 hours to the Coast Radio Station to which the SP was addressed.

3. **Deviation Report (DR)**.—A DR will be sent to the Coast Radio Station to which the SP was addressed, as follows:

- a. If there are any changes to the information given in the SP.
- b. If the arrival time increases by more than 1 hour.

4. **Final Report (FR)**.—The FR is sent to the Coast Radio Station to which the SP was addressed immediately upon arrival at the vessel's destination.

For the purpose of transmitting COASTAL CONTROL messages, Greenland waters have been divided into a number of control areas, each based on a Coast Radio Station. The limits these areas are, as follows:

1. Coast Radio Station Ammassalik (OZL)—East coast N of 60°31'N.
2. Coast Radio Station Qaqortoq (OXF)—East coast S of 60°31'N and W coast S of 61°30'N.
3. Coast Radio Station Aaslaa (OYR)—West coast N of 61°30'N.

All reports should be addressed to the appropriate Coast Radio Station situated in the same control area as the destination. This Coast Radio Station is responsible for monitoring the voyage from the time of receiving the first SP until the time of receiving the FR.

The first line of a COASTAL CONTROL message is one of the following:

Type of Report	Format
SP	COASTAL CONTROL/SP//
PR	COASTAL CONTROL/PR//
DR	COASTAL CONTROL/DR//
FR	COASTAL CONTROL/FR//

Telegrams prefixed as above are sent free of charge and as carrying the priority URGENT.

See the Appendix for more information on the format of COASTAL CONTROL messages.

(BA NM 1/04, Section VI)

21/04

Page 69; replace with below:

New Appendix from back of this Subsection.

(BA NM 1/04, Section VI)

21/04

Appendix

GREENPOS/COASTAL CONTROL (KYSTKONTROL) Message Reporting Format

Format	Sailing Plan	Position Report	Deviation Report	Final Report	Remarks
A/Vessel name/call sign//	R	R	R	R	
B/Date and time of report//	R	R	R	R	See Note 1.
C/Position by latitude/longitude//	R	R	R	R	See Notes 2 and 4.
D/Position by geographic location//	R	R	R	R	See Notes 3 and 4.
E/True course//	R	R			See Notes 5 and 7.
F/Speed in knots//	R	R			See Notes 6 and 7.
I/Destination and ETA//	R				Express ETA as in Note 2.
L/Planned passage//	R				See Note 8.
Q/Defects or limitations//					See Note 9.
S/Weather and ice conditions//	R	R	R	R	See Note 10.
X/Up to 65 characters of amplifying comments//	R	O	O	O	See Note 11.

KEY

R Required
O Optional

NOTES

1. Expressed as a six-digit group, DDHHMM, using UTC, where DD is the date (from 00 to 31), HH is the hour (from 00 to 23) and MM is minutes (from 00 to 59), followed by Z.
2. Latitude is expressed as a four-digit group, DDMM, where DD is degrees (from 00 to 90) and MM is minutes (from 00 to 59), followed by N or S.
3. Longitude is expressed as a five-digit group, DDDMM, where DDD is degrees (from 000 to 179) and MM is minutes (from 00 to 59), followed by E or W.
4. Either Line C or Line D may be used.
5. Expressed as a three-digit group.
6. Expressed as a two-digit group.

7. COASTAL CONTROL—This information is required only in the Sailing Plan.

8. An abbreviated statement of planned route, e.g.: present position—great circle route to 100 miles S of Kap Farvel.

9. Details of any defects affecting ship's safety, e.g.: radar or VHF disabled.

10. Abbreviated details of weather conditions at time of report and ice conditions since last report, e.g.: SW5, ice edge seen from 6100N 03905W—state if ice not seen.

11. For Sailing Plan, number of persons on board (e.g. POB 16). May also add other relevant information affecting safety of own or other vessels.

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